

## Kennecott converting Bingham Canyon ore haulage to trucks

By a PAY DIRT Staff Reporter

In an accelerated phase of modernization, Kennecott Minerals Company will be converting from rail to truck haulage of ore at its Bingham Canyon mine this year.

Currently, ore is moved within the mine by rail and waste is moved by 150-ton haulage trucks.

Trains will continue to move ore from the mine to the Bonneville, Arthur and Magna concentrators, said Wallace H. Jensen, general manager of the Utah Copper Division.

The conversion at Utah is expected to save Kennecott considerable money, although the company won't say how much. It will be fully implemented by year-end, resulting in a work force reduction of 160.

The nation's largest copper mine will continue to produce at capacity — about 200,000 tons of refined copper a year.

Utah currently uses a fleet of about 100 150-ton trucks to move about 343,000 tons of waste

each day. The trains move an average of 107,000 tons of ore daily.

Kennecott has placed an order for 10 Wabco 170-ton trucks to begin the conversion. These will be the largest trucks in the fleet, which now consists of three brands of trucks.

The conversion to truck ore haulage was something that was contemplated as part of a modernization for Utah Copper, a spokesman said. The move will "improve the mine plan" and will fit "hand in hand with any modernization that comes down the road."

Kennecott has put a major effort into a modernization study for its largest producer for about two years, but has said little about its plans. No other part of the study is being considered for near-term implementation, the spokesman said.

The cost savings will come in two main areas: crews won't have to maintain and move the 95 miles of track within the mine

and planners will have much greater flexibility in mining operations. In a release, the company said the move would "further reduce equipment, energy and labor costs while maintaining current production capacity."

The use of trains gives the company less flexibility in designing the mine around the orebody — it is currently a large oval — and in differentiating between ore and waste.

The spokesman said he did not know the eventual disposition of the surplus rail equipment and trackage.

The trucks will be hauling the ore to transfer points within the pit where trains again will take over haulage. These trains will go to a nearby marshalling yard and formed into 90-car units for the 13-mile trip to the three mills. (The Bonneville plant is just a crusher; the Arthur and Magna facilities are crushers and flotation mills, each with a mill throughput of 55,000tpd.)

## AMAX Colorado moly shutdown extended indefinitely

A PAY DIRT News Summary

Earlier announcements of shutdowns at the Climax and Henderson molybdenum mines in Colorado have included a date for possible resumption of production.

The latest one does not.

Climax Molybdenum Company, a division of AMAX Inc., announced January 21st the two operations will remain closed indefinitely.

In November, AMAX said the Climax mine, near Leadville, and the Henderson mine, near Empire, would remain closed until at least April 4th.

"Temporary" shutdowns began September 18th at Climax and October 2nd at Henderson. About 2,200 employees were laid off.

At the time the facilities were closed,

AMAX was already operating both Climax and Henderson at less than capacity. Cuts in staff and production began in January of last year.

The company said in August the suspension of production would last until November. Then, in November, it extended the shutdowns until at least April 1983.

The reason each time has been a depressed market for moly and a high inventory of the ferroalloy.

In December, Climax announced it would suspend operations January 2nd at its molybdenum conversion facility in Langeloth, Pennsylvania. Last word was that operations are expected to resume in early April. Some 190 workers were laid off.

A week into 1983, there was no primary

moly production in the United States. Anaconda Minerals Company, which had resumed operations at its Tonopah moly mine and mill October 1st after a three-month shutdown for modifications to the concentrator, announced late in 1982 it was "temporarily" closing the operation January 7th.

What moly production there still is in the United States is coming from copper mines and even that production has been reduced considerably.

Canada has only limited molybdenum production.

Noranda Mines Ltd. announced in early January it planned to close its Boss Mountain moly operation at Hendrix Lake, British Columbia by February 15th. More than 100 workers will lose their jobs. It has been operating at half of its capacity of 2 million pounds per year since July. It is the only primary moly mine still operating in Canada. An openpit mine at Boss Mountain that would have increased capacity to 2.9 million pounds in 1982 was never brought on stream.

The reason for closing was the same given by AMAX: a persistent slump in the market.

Noranda closed its Mines Gaspé copper-moly mine in Quebec in December and has no plans to resume production before August.

Its Brenda Mines in Peachland, British Columbia was shut down for six weeks last summer. It is now operating at about 5 million pounds per year of moly, far below its rated capacity of 8.5 million pounds.

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